

CLASSIFICATION: S-E-C-R-E-T

REPORT

CD NO.

East Germany

DATE DISTR. 5 April 1955

Locomotives and Non-Freight Cars
Available in East Germany

NO. OF PAGES 2

NO. OF ENCLS.
(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

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the following numbers of locomotives and non-freight

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cars were available in the GDR on 30 November 1954:

1. Numbers of locomotives:

Type of Locomotives	Park of Operational Locomotives		Damaged Locomotives	Total
	Serviceable	Under Repair		
Steam	1	0	0	1
Electric	1	0	0	1
Gas	1	0	0	1
Other	0	0	0	0
Total	2	0	0	2

Steam locomotives

Standard-gauge locomotives	3,890	1,664	712	6,266
Column locomotives	-	-	-	-
Narrow-gauge locomotives	158	73	3	234
<u>Electric locomotives</u>	2	12	180	194
Other type powered locomotives	353	250	90	693

2. Numbers of non-freight cars:

Type of Car	Total	Park of Operational Cars Serviceable Under Repair	Damaged Cars
1. Passenger Cars	1,234	876	358
2. Trucks	567	432	135
3. Buses	210	180	30
4. Motorcycles	89	75	14
5. Other Vehicles	45	38	7
Total	2,135	1,591	544

a. Passenger cars

11,631 10,086 1,235 310

including

Cars running in passenger trains	8,826	7,606	937	283
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including

Express train coaches	988	775	132	81
Fast train coaches	194	160	28	6
Passenger train coaches	7,272	6,456	678	138
Rail motor cars	315	179	94	42
Sleepers	22	13	1	8
Diners	35	23	4	8

S-bahn cars	1,468	1,283	185	-
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Luggage vans	1,337	1,197	113	27
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b. Luggage vans attached to

1,172 1,071 93 8

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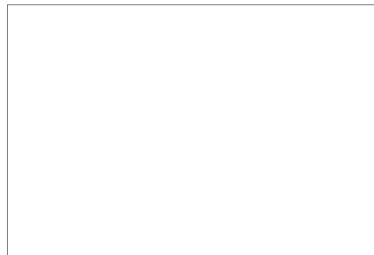
c. Narrow-gauge cars	810	709	89	12
d. Railroad service cars	1,670	1,118	32	520
e. Mail vans	827	755	66	6 ₂

1.  Comment. Compared to October 1954, the total number of standard-gauge locomotives (including state-owned and foreign-owned locomotives) decreased by more than 200, probably damaged locomotives beyond repair which were scrapped; the number of locomotives under repair increased by 200. The number of narrow-gauge locomotives increased by 2 which were probably newly manufactured. The total numbers of electric and other type powered locomotives remained constant.

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2.  Comment. Compared to October, the total number of non-freight cars increased by 114, including mainly fast train and passenger train coaches. The major part of these cars was probably newly manufactured, while the minor part were probably railroad service cars, the number of which decreased by 46. These railroad service cars are believed to have been re-employed in passenger traffic.

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